

## **II. ISSUES/OPPORTUNITIES/CONSTRAINTS**

This section identifies and analyzes issues, opportunities and constraints which affect the future development potential of the county's unincorporated areas. This section also summarizes the issues, opportunities, and constraints pertaining to land use in each of the Area Plan areas, and for the Bridgeport and Lee Vining Airport Land Use Plans (ALUPs). Many of the environmental constraints governing development are addressed in the Conservation/Open Space Element; this section of the Land Use Element summarizes those concerns in light of their relevance to the development of land use policies. Issues pertaining to the Conway Ranch Specific Plan and the Mammoth Lakes Airport Land Use Plan are discussed in detail in those documents.

### **COUNTYWIDE ISSUES/OPPORTUNITIES/CONSTRAINTS**

**1)** Certain areas of the county are experiencing increasing development pressures; Antelope Valley from the Gardnerville/Carson City area, Chalfant from the Bishop area, and the Long Valley communities from the Mammoth area. Although the countywide growth rate over the next 20 years will probably be close to that projected by the State Department of Finance (1.3 percent annual average during the 1980s and 1990s), and the unincorporated area will probably continue to house approximately 50 percent of the total county population, the population distribution in the unincorporated areas may shift over that timeframe from the population distribution recorded in 1980.

**2)** Many county residents do not work in the community in which they live. Residents in the Antelope Valley commute to work in Bridgeport and in Gardnerville, Minden, and Carson City in Nevada; residents of the Tri-Valley area commute to work in Bishop; and residents of Long Valley, June Lake, and Benton commute to work in Mammoth Lakes. Bridgeport is the only unincorporated community with a large portion of its residents working in the community. The separation between jobs and housing may continue in the future due to the nature of the county's economy and the limited potential for future economic expansion in many areas of the county.

**3)** The present trend towards separation of jobs and housing could be affected in the future by the development of additional ski areas or other large scale development, such as mining. For example, the development of additional alpine ski areas beyond the planned buildout of Mammoth Mountain, June Mountain, and the development of Sherwin Bowl would require associated urban development to support the ski area development. The maximum population at one time resulting from buildout of all existing and proposed ski areas or similar large-scale development projects could be accommodated, theoretically, by developing Long Valley, Swall Meadows, the Tri-Valley area, and the Mono Basin area to their current projected buildout capacities. However, accommodating a large ski area population in those areas is probably not feasible; it would increase traffic and associated impacts substantially, and the economic viability of new ski areas would depend on developing support facilities closer to the ski areas. Similar impacts to local infrastructure and to the environment would result from other large scale development. Such impacts would be analyzed in detail during the environmental review process for a proposed project.

The expansion of existing communities or the development of new communities is currently limited by land ownership; acquiring the land necessary for development

would require working with the Forest Service or BLM to designate lands for a land trade or purchase and could be a costly and time-consuming process. Acquiring land from DWP is limited by the City of Los Angeles' charter which prohibits the selling of water rights on their land. In effect, this means that any land released by DWP for community development must be served by an existing community water system.

**4)** Land use within the unincorporated area of Mono County is highly constrained by land ownership. Approximately 94 percent of the land in the county is publicly owned; 88 percent is federally owned; and the remainder is owned by the State, the Los Angeles Department of Water and Power, or Native American tribal groups. The majority of private land within the county is concentrated in community areas, with the remainder dispersed throughout the county in small parcels. Within existing community boundaries, some communities have limited land available for additional development; expansion of some communities beyond existing boundaries is limited by the public ownership of surrounding lands. Development of new communities throughout the county is limited by the lack of large concentrations of private lands outside of existing communities; those parcels of private land that are large enough for development are in many cases agricultural lands and are not available for development.

**5)** Mono LAFCO policies discourage the designation of land for urban expansion before there is a demonstrated need for such expansion; these policies also promote the expansion of existing communities instead of the development of new communities.

**6)** Land use planning in the county is fragmented due to the pattern of land ownership. The federal land management agencies have planning authority on federal lands; the Town has planning authority for the incorporated area; and state agencies have planning authority on state lands. The County has only limited environmental authority on the federally owned lands managed by the Forest Service and the BLM; i.e., for minerals development, the County is the lead agency for compliance with the requirements of SMARA (Surface Mining and Reclamation Act). The County has planning authority on DWP lands and any development on those lands must comply with CEQA and the County's environmental review process. Development on DWP lands is a key issue since much of the land that DWP owns is environmentally sensitive; e.g., wetlands and critical wildlife habitat.

**7)** Land use patterns in the county are influenced by land ownership and topography. Residential and commercial uses are generally concentrated in small communities located in the valleys; the valley floors are generally used for grazing and croplands; mining, grazing, and timber harvesting generally occur in the mountains; and recreational uses are dispersed throughout the county. Existing land use patterns countywide could be affected by Forest Service and BLM policies on land exchanges, by future proposals for land banking or land conservation, by potential new town developments, and by LAFCO and General Plan policies concerning agricultural preservation and community expansion.

Existing land use patterns could be changed by "new town" developments located outside of existing communities. A few parcels of private land throughout the county are large enough to be developed in this manner, although infrastructure and service

---

---

**LAND USE ELEMENT**

---

---

costs could be prohibitively high in some areas. In addition, many of the large parcels of privately owned land in the county are used for agriculture.

Additional issues that could affect land use patterns within and adjacent to community areas include the potential for redevelopment, the potential for mixed use development, existing land division patterns, and the existing land use designation.

**8)** The availability and cost of infrastructure (water, sewer, fire protection, and roads) influences development patterns throughout the county. Most of the land available for residential development requires septic systems and individual wells. Some areas of the county have small community water systems but still require individual septic systems; other areas have community sewer systems but require individual wells. Only three unincorporated communities, Bridgeport, Lee Vining, and June Lake, have both community water and sewer systems serving individual parcels. These parcels are typically ready for immediate development without additional infrastructure costs. Infrastructure costs for sewer and water systems in some areas of the county, such as the Long Valley communities, are currently rising as wells are running dry and deeper replacement wells are being drilled at considerable expense. Birchim Community Services District in Sunny Slopes has recently determined that its water supply is insufficient to provide adequate water to its service area and has passed a resolution opposing any new secondary units in the area or lot splits which would increase the potential number of dwelling units in the District.

Water quality requirements are affecting both community water and sewer systems and individual homeowners. Recent changes in the Lahontan Regional Water Quality Control Board's water quality regulations have set a maximum of 2 dwelling units per acre in areas which have community water systems but which require individual septic systems. As a result, the minimum lot size in such situations is slightly over 20,000 square feet. The minimum lot size when both individual septic and water systems are required is 40,000 square feet. In some areas in the county where individual lots are 7,500 square feet, these requirements make it necessary to have more than one lot to build a house.

The lack of improved roads throughout the county also affects the potential for development. The main thoroughfares in the county are U.S. 395 and State Routes 6, 120, 158, 167, 108, and 89. Each of the community areas has a road system; some of these roads are improved, some are not. Some roads in community areas are included in the county road system; some are not. Those that are not are often unimproved. Outside of community areas, numerous single-lane and two-lane dirt and gravel roads exist as a result of mining and logging activity. Many of these roads are used by off-road vehicles.

**9)** There is a countywide need for additional land designated for industrial uses, particularly for those industrial uses which are land intensive, visually obtrusive/offensive, and potentially noisy or dirty; e.g., wood lots, lumber yards and other materials storage areas, batch plants, areas for heavy equipment storage, etc. Most of these uses will be localized and concentrated in a specific area; the County lacks feasible sites for extensive heavy industrial development due to environmental constraints and distance from population centers and supplies.

There is also a need to designate a site for a household hazardous waste transfer facility in the Mammoth vicinity. Such a facility would require about 1/4 -acre of land, and

should be close enough to Town for easy use by residents, have convenient access for transfer trucks, and be a safe area for storage of hazardous materials.

**10)** The County's Regional Planning Advisory Committees and community planning groups have generally expressed a desire to maintain the rural recreational attributes of the county, to preserve the small town character of existing communities, and to protect the county's natural resources. The overall attitude is that growth should be contained in and adjacent to existing communities, that agricultural lands should be protected for their open space value, that the protection of scenic resources is a critical concern, and that the use and development of resources should be regulated in a manner that allows for development but that protects the resource.

**11)** The presence of significant environmental concerns will have a critical effect on future development and land use in the county. Environmental concerns focus on natural resources, cultural resources and natural hazards. A key issue affecting development in the county is the conservation of a variety of natural resources, including wetlands, special status species (both plants and animals) and special habitats, wildlife habitat (in some places critical), fisheries and aquatic habitats, visual quality, surface and groundwater resources, cultural resources, and mineral resources. The presence of significant natural hazards also affects development. Natural hazards in the county include fault zones, flood zones, volcanic hazard areas, steep slopes, fire hazard areas, debris flow areas, and avalanche prone areas. Information on the county's environmental resources and natural hazards is contained in the **MEA**, along with maps showing the location of those resources and hazards.

**12)** Economic concerns focus on the need for development projects to "pay their own way" and on the need to provide for local economic growth. Most of the services and infrastructure in the county are provided either by the County or local special districts. All of these agencies have been hard hit by lower property tax revenues and increasing service demands. The County must ensure that development does not adversely impact service agencies.

There is also a need to provide for local economic growth by creating jobs for local residents. Many of the county's residents are unable to work in the community in which they reside and many of the area's younger residents must leave the area in order to find work. Lack of year-round employment in the tourist and recreation industry– the dominant industry in the county–is the primary cause of employment instability. How to plan for and encourage a diversified economic base in order to provide stability in the job market is a concern, as is the need to maintain a balance between economic growth and environmental concerns.

**ISSUES/OPPORTUNITIES/CONSTRAINTS FOR COMMUNITY AREAS**

This section lists issues and constraints which apply to specific planning areas throughout the county. These issues are in addition to the general countywide issues, opportunities, and constraints discussed above.

**ANTELOPE VALLEY**

1. There is a significant amount of privately owned high quality agricultural land in the Antelope Valley. There is a desire to maintain this land in agricultural uses in order to preserve the area's scenic qualities. Increasing development pressures could affect the use of the agricultural land in the Valley.
2. Residents in the Antelope Valley are interested in preserving the existing rural character of the communities and the Valley as a whole.
3. The BLM, in its Resource Management Plan, has identified privately owned land in the Valley for potential acquisition and has identified a smaller amount of federal land for disposal into private ownership. Residents of the area are concerned about a potential loss of private land and would like to implement a policy of no net loss of private land in the Valley.
4. There is the potential to enhance the natural resource-based recreational opportunities in the area, particularly by developing additional recreational facilities and opportunities at Topaz Lake. In planning for additional recreation at Topaz Lake, there is a need to designate a boat launching area to provide boat access within California and to designate restricted boating areas to protect critical water bird nesting and rearing habitat. The Walker River Irrigation District is currently working cooperatively with other agencies to develop a recreation management plan for Topaz Lake.
5. Much of the Valley is in the floodplain of the Walker River and may also contain wetlands.
6. Sewage disposal may become a constraint to additional development in existing community areas. Currently, individual septic systems are in use throughout the Valley.
7. There is substantial local interest in protecting the surface and groundwater resource in the Valley.
8. Seismic hazards are situated in several areas of the Valley, including along the western portion of the Highway 395 corridor.
9. There is a need to preserve critical deer migration corridors and winter habitat, particularly along the western portion of the Highway 395 corridor.

**SWAUGER CREEK**

1. The central concern in the Swauger Creek area is regulating development, including residential land uses, in order to preserve the natural resources in the area.

---

---

**LAND USE ELEMENT**

---

---

Residents in the area are also interested in preserving and enhancing wildland recreational and research values in the surrounding area.

The open space environment of the area should be recognized as a valid natural resource, and its enjoyment a form of recreation in the true sense of the word. The landowners of the area recognize that this natural environment, its peace, quiet, low density, and natural surroundings are some of the values that brought them to this area, and that the preservation of viewsheds in general, and of certain specific visual groups in particular, is an important component of a land use plan for the area. The landowners feel themselves to be the trustees of the resource values of the area, and as such, to be responsible to future generations for the quality of their stewardship.

**BRIDGEPORT VALLEY**

1. There is a significant amount of high quality agricultural land in the Bridgeport Valley, all of which is privately owned. There is a desire to maintain this land in agricultural uses in order to preserve the scenic qualities of the land. Much of the agricultural land may include wetlands; a wetlands delineation study has been completed for portions of the Valley. There is a need to address potential impacts to surface waters from grazing and irrigation and associated impacts to fisheries and wildlife.
2. There is local interest in preserving the small town character of Bridgeport.
3. There is an opportunity to enhance the recreational opportunities available at Bridgeport Reservoir and to protect the wetlands and associated natural resources in the surrounding area. When considering recreational opportunities at the Reservoir, there is a need to designate restricted boating areas to protect critical water bird nesting and rearing areas.
4. There is an interest in protecting the groundwater resource in the Valley.
5. There is a need to expand PUD services to accommodate the local and recreational demands of the surrounding area (particularly sewage disposal).
6. There is an interest in maintaining desirable water conditions in Bridgeport Reservoir, the East Walker River and its tributaries (e.g., reservoir level, instream flow and water quality).

**MONO BASIN**

1. The extremely limited private land base throughout Mono Basin and especially in Lee Vining limits potential community expansion in the area. In Lee Vining, there is some potential for land exchanges or purchases either with the Forest Service or the LADWP.
2. Residents of Lee Vining would like to see some affordable housing developed in the area, either rental units or single-family units.
3. Residents of Mono City are concerned about the expansion of their community beyond the current limits of the subdivision. They are concerned about possible

---

---

## LAND USE ELEMENT

---

---

impacts to visual quality and to the deer herd in the area. The impacts from increased traffic levels are also a concern.

4. Both in Lee Vining and Mono City there are some concerns about the water supply systems. The Mono City system has enough to supply the lots in the existing subdivision but not to supply additional development beyond that level. The Lee Vining Public Utility District (PUD) is currently in the process of improving its supply in order to serve additional development and to meet new water quality standards established by the state.

### **JUNE LAKE**

1. Issues for the June Lake Area are discussed in the **June Lake 2010: June Lake Area Plan**.

### **MAMMOTH VICINITY**

1. Preservation of visual resources, especially in the Highway 395 viewshed, is a key concern. Highway 395 from the Benton Crossing Road to the intersection with Highway 203 is a state-designated scenic highway. The visual corridor along Highway 395 has been identified in both the County General Plan and the Inyo National Forest Land and Resource Management Plan as an important viewshed for the traveling public.

2. The Town has a current need for additional land designated for land intensive industrial uses and for affordable housing. Industrial uses such as wood lots, lumber yards and other materials storage areas, areas for heavy equipment storage, etc. typically do not require large structures, may be visually obtrusive/offensive, and may be potentially noisy or dirty. There is an opportunity for the Town and the County to work together on regional affordable housing needs. The Town and County are also considering an appropriate site for a household hazardous waste transfer facility in the area.

3. The Town of Mammoth Lakes currently has an insufficient water supply to support the level of growth established in the Town's General Plan. Future activities to obtain additional water supplies from areas outside of the Town's boundaries may impact resources and values on those lands.

4. There is very little privately owned land in the Mammoth Vicinity Plan area. Significant parcels of private land occur along Hot Creek and in the valley west of Crowley Lake. The LADWP owns large parcels of land in the Casa Diablo/Hot Creek area, at the Whitmore recreational area, and adjacent to Crowley Lake. The LADWP has no formal planning documents for those lands.

5. The Mammoth Lakes Airport Land Use Plan (ALUP) establishes a comprehensive land use plan which defines the type and pattern of future development on private and public lands in the Airport Land Use Planning Area. The plan was prepared jointly by the Airport Land Use Commission and the Inyo National Forest, and is more specific than either the County General Plan or the Inyo National Forest Land and Resource Management Plan.

**6.** The Mono Local Agency Formation Commission (LAFCO) has adopted a sphere of influence for the Town which is coterminous with the existing Town boundaries. Two conditional sphere areas were also designated which may be activated if and when certain conditions are met. These conditional sphere areas consist of an area adjacent to the northeast portion of the Town where future recreational development is planned, and an area of less than 300 acres situated at the Mammoth/Yosemite Airport. The County has transferred ownership of the Airport to the Town. The conditional sphere areas contain sensitive wildlife resources (i.e., mule deer and sage grouse habitat).

### **UPPER OWENS**

**1.** All landowners agree that agricultural uses, including aquaculture, should be continued. There appears to be support for continuing current grazing management practices; some landowners are fencing riparian areas, those that have not observed no problems caused by grazing. Some landowners question the long-term viability of grazing the area due to the high market value of privately owned land, coupled with the low cash flow generated by agriculture; the value of the area for domestic water purposes may also constrain future grazing. Other landowners believe agriculture can be viable well into the future. There appears to be a consensus among the private landowners that agricultural uses are compatible with the recreational use of the area.

**2.** Some landowners believe that the unique recreational value of the Upper Owens is more valuable than the potential recreational value that could be created by ski area expansion between Mammoth and June. These unique environmental and recreational attributes of the area need to be recognized and considered when reviewing development projects that could impact the area. Some landowners believe that there is a growing need for winter access to the area. The majority of the landowners believe the area should focus on resort rather than community development. Resort development shall be of the type that attracts people for a limited time, not the type that promotes year-round occupancy. Some landowners believe that the historical land uses of agriculture, recreational fishing and aquaculture should take precedence over any new land use. There appears to be less use of the river by some landowners for fishing purposes.

**3.** There is a growing need for winter security. Vandalism occurs in the winter and at times during hunting season. If urbanization occurs, the demand for urban services will increase, and urban/rural conflicts will result. There is currently no plowed winter access to the area, and no phone or electrical service to some of the properties. The area also lacks structural fire protection and other similar services.

**4.** There is considerable concern that fluctuating flows from the Mono Basin will impact the Upper Owens fishery and riparian areas, and that decreased flows have inhibited fish from traveling upstream from Crowley Lake. Upper Owens landowners believe that it is imperative that consistent flows be maintained from East Portal to Crowley. There is some concern that resort visitors may impact the water resource.

**5.** There is a considerable concern that water transfer projects from the Upper Owens and/or its watershed will negatively impact the area. There is concern about development of a fish hatchery at Big Springs; the Board of Supervisors has formally opposed such a proposal. There is also concern about the direct and indirect impacts that future ski area development may have on the area.



---

---

**LAND USE ELEMENT**

---

---

6. The Upper Owens area provides sensitive habitat for mule deer, bald and golden eagles, and numerous other wildlife species.

**LONG VALLEY**

1. There is a desire to develop a self-sufficient community in the Long Valley area and to avoid being perceived solely as a "bedroom" community for Mammoth.
2. There is a need to provide services and commercial uses for residents. Existing services, such as water supply and fire protection, need to be upgraded in order to provide for additional development. Crowley Lake/Hilton Creek may need a community water system sometime in the future. There is an opportunity to consolidate existing service entities, such as several mutual water systems, the Birchim Community Services District, and the Hilton Creek Community Services District, in order to provide more cost-effective and efficient services. Long Valley residents are also interested in revitalizing community-oriented commercial uses in Crowley Lake/Hilton Creek, such as a small cafe, and in providing some professional offices, such as a medical/dental office and a lawyer's office.
3. In order to support the additional services and commercial uses desired by residents, there is local interest in providing some additional employment in the area, potentially including some light manufacturing.
4. There is a desire to provide additional recreational development at Crowley Lake and throughout the area. There is a need, when considering additional recreational development at Crowley Lake, to designate restricted boating areas to protect critical water bird nesting and rearing habitat. Within the communities, particularly Crowley Lake/Hilton Creek, there is a desire to develop additional neighborhood parks and a trail system connecting the parks and the communities.
5. The Long Valley area includes important wildlife habitat; i.e., mule deer migration corridors.

**WHEELER CREST**

1. The main concern in the Wheeler Crest area is preserving the aesthetic beauty and tranquility of the area while still allowing for development of the many privately owned parcels in the area. The focus of development is to be single-family residential development.
2. The Wheeler Crest area contains vital deer wintering and migration habitat.

**TRI-VALLEY (BENTON/HAMMIL/CHALFANT)**

1. There is a significant amount of high quality agricultural land in the Hammil Valley, as well as large amounts of contiguous privately-owned land.

---

---

**LAND USE ELEMENT**

---

---

2. A desire to maintain and enhance agricultural uses in the Hammil Valley is the main constraint to residential development.
3. The Chalfant area is experiencing increasing pressure from the Bishop area for residential development. Many of the residents in Chalfant would like to retain the current rural residential character of the area which allows them to keep animals (primarily horses).
4. Much of the Tri-Valley area is subject to flooding.
5. Due to its relative isolation and lack of local employment opportunities, Benton may not experience much demand for additional growth. However, when the Benton Crossing Road is completely paved, it will be easier to commute to work in Mammoth from Benton.
6. The recent introduction of carrots as a cash crop has revitalized some of the agricultural areas in the Benton and Hammil valleys.

**BENTON HOT SPRINGS VALLEY**

1. Benton Hot Springs Valley, located on Hwy. 120 west of Benton, includes the town of Benton Hot Springs. The majority of land in the valley, including the entire townsite, is owned by one landowner. Benton Hot Springs is the oldest town in Mono County and contains several historic structures which the landowner wishes to preserve and protect.
2. The valley itself is used for agricultural purposes, primarily livestock grazing. The landowner wishes to retain this use in order to preserve the open space and scenic values of the land. In addition, several ponds and springs in the area provide habitat for a variety of wildlife, particularly migratory waterfowl. The landowner wishes to improve habitat for wildlife.
3. The majority of land in the valley, including the townsite, is within the 100 year floodplain and is subject to periodic flooding.

**OASIS**

1. Oasis, located in the extreme southeastern corner of the county, includes privately owned lands that are used for agriculture, primarily alfalfa production. This area is isolated from the rest of the county by the White Mountains. Access is on State Route 168 which runs north through Westgaard Pass from Big Pine in Inyo County to connect with State Route 266, which connects to routes in Nevada.

**BRIDGEPORT & LEE VINING AIRPORT LAND USE PLANNING AREAS**

The following briefly summarizes the major issues, opportunities and constraints concerning land use and airport operations in the Lee Vining and Bridgeport airport planning areas.

**1)** Airport operations inherently present certain risks to the general welfare of the public and residents within the airport vicinity, particularly within the area called the airport Safety Zone. The Safety Zone consists of:

- a) The primary surface, runway and clear zones (See Figure 1– Airport Clear Zone);
- b) The area underlying the runway approach and transitional surfaces (See Figure 2–Civil Airport Imaginary Surfaces ); and
- c) The area within the primary traffic pattern (See Figures 3 & 4–Primary Traffic Patterns).

**2)** Since aircraft align with the approach/departure surface, transitional surface and clear zone when landing or taking off on runways, these areas carry the highest volume of air traffic. Aircraft change power settings to take off or land in this area, so they have a tendency to have more problems within these zones. The convergence of aircraft landing and taking off within these narrow areas also intensifies the noise levels in these zones.

**3)** The clear zone, which is located immediately at the end of the runway, is particularly subject to these safety and noise factors. The limits of the Clear Zone are shown schematically on Figure 1. The Clear Zone is the most critical zone in which aircraft operations might affect the safety of people and property in the airport environs.

**4)** The impact of aircraft noise associated with airport operations is an obvious factor in determining land use compatibility within the planning area. A noise impact analysis has been prepared for the Bryant Field Airport Master Plan, and noise readings have been taken for the Lee Vining Airport. Noise activity directly related to Bryant Field and Lee Vining Airports does not extend much beyond the area of the airport property (see Figures 5 & 6). Consistent with the Mammoth/June Lake Airport Land Use Plan, this plan assumes that 55 dB CNEL is the maximum acceptable noise exposure level for residential uses, without soundproofing.

At Bryant Field Airport, the 55 dB CNEL contour projects partially into the residential area to the east of the airport. The airport noise impact to this area is infrequent and intermittent, and therefore not significant; this same area experiences greater and more frequent noise impacts from the adjacent highway traffic on S.R. 182. A drastic increase in airport activity could cause the impact to become significant in the future.

---

---

**LAND USE ELEMENT**

---

---

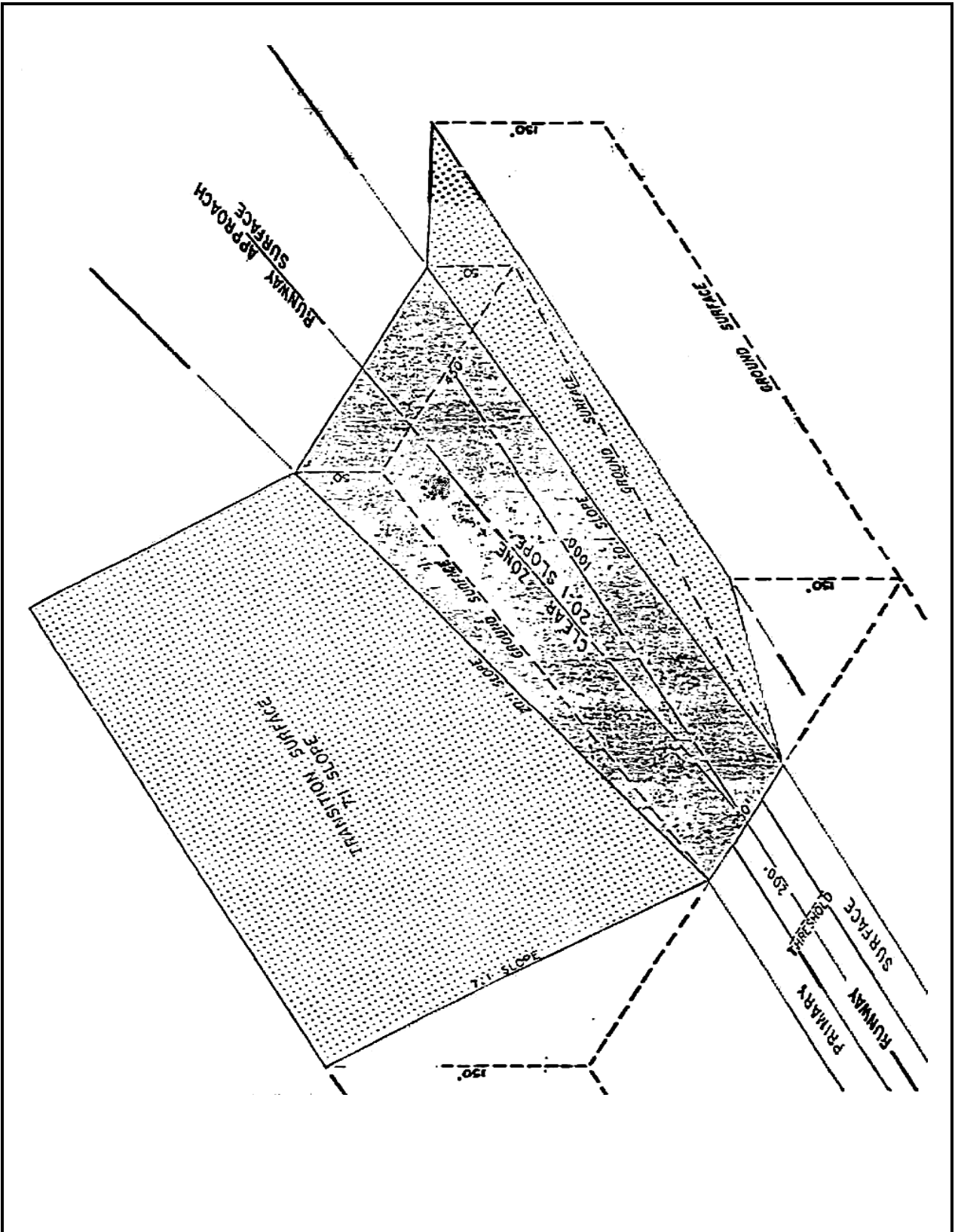
No residential development or other sensitive noise receptors presently exist or are planned adjacent to the Lee Vining Airport.

**5)** Due to the inherent risks presented by airport activities, some land uses need to be restricted in certain airport zones. Neither Bryant Field nor the Lee Vining airport is situated in a manner that significantly conflicts with existing land use. Several structures are located within the clear zone of Bryant Field, and a number of residential structures are located in the Bryant Field approach surface. The County has actively pursued acquisition of buildings/property in the clear zone.

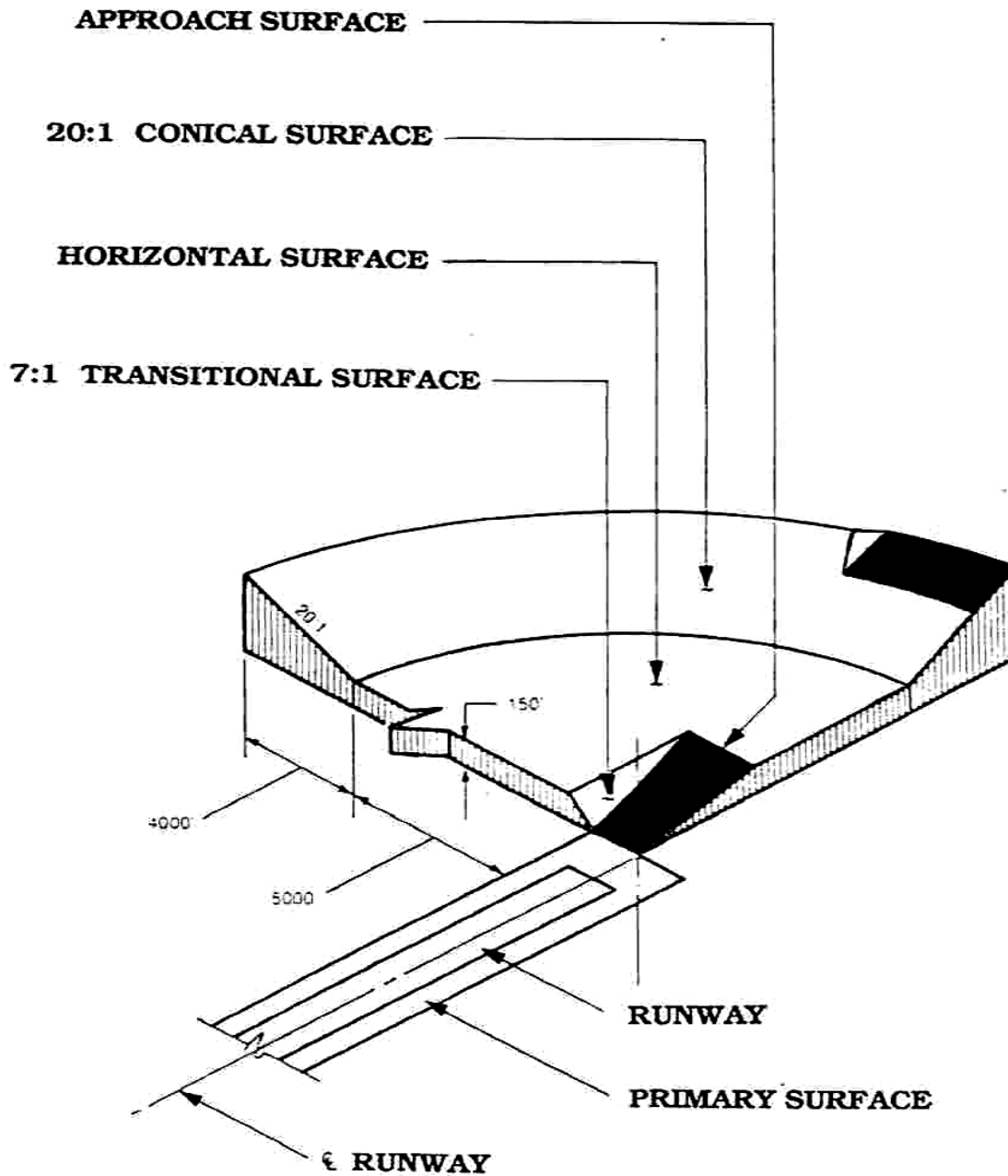
**6)** The prevalence of Forest Service and City of Los Angeles land ownership in the vicinity of the Lee Vining Airport limits potential future land use conflicts in the Lee Vining Airport planning area.

**7)** The location of Bryant Field within an area surrounded by agricultural lands, the Bridgeport Reservoir and wetlands limits the development potential and associated conflicts with airport operations. With the exception of several existing structures, the developed portions of Bridgeport are not within the airport's clear zone, although a number of structures are located at the end of the approach/departure surface.

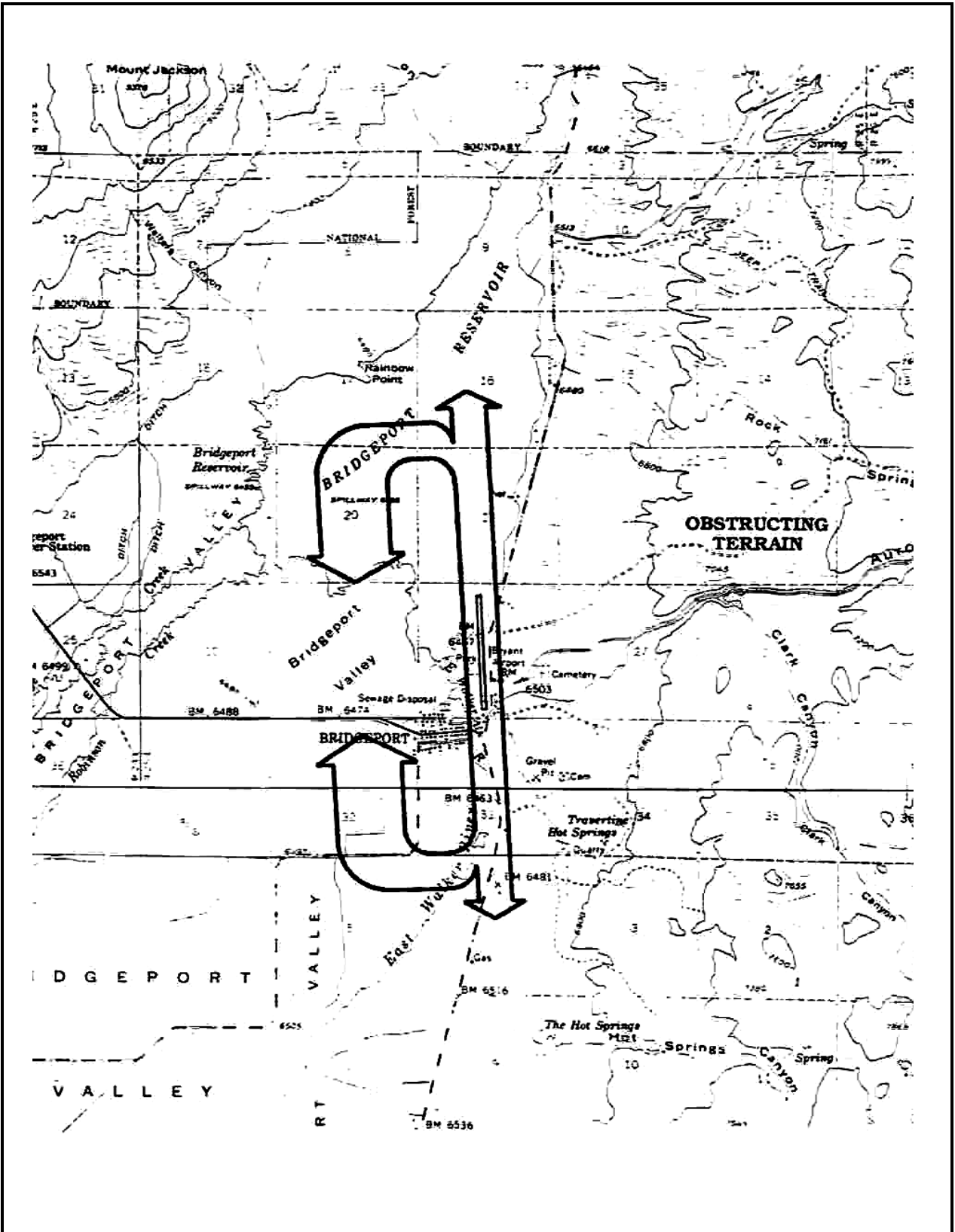
**FIGURE 1**  
**AIRPORT CLEAR ZONE AND IMAGINARY SURFACES**



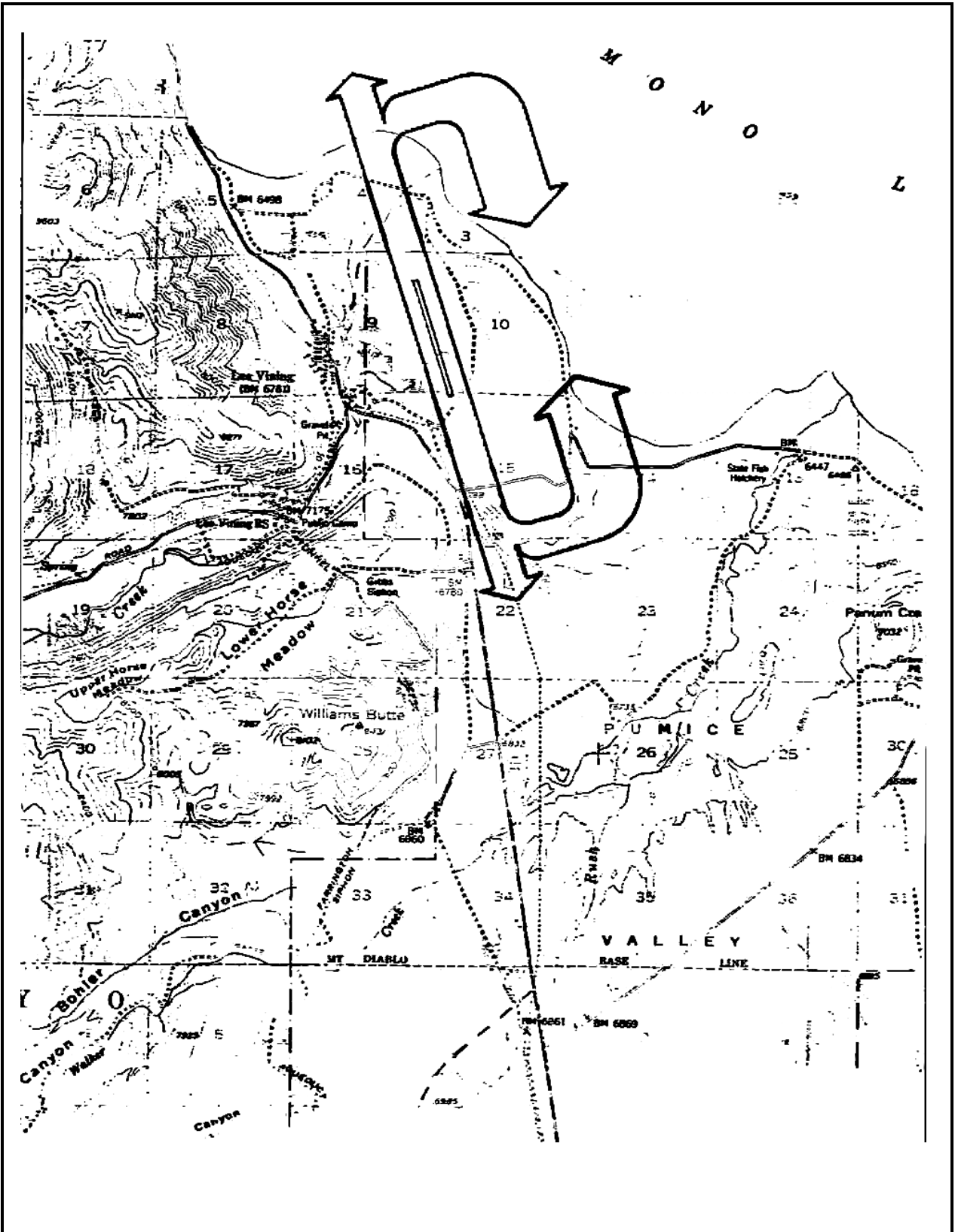
**FIGURE 2**  
**CIVIL AIRPORT IMAGINARY SURFACES**



**FIGURE 3**  
**BRYANT FIELD AIRPORT PRIMARY TRAFFIC PATTERN**



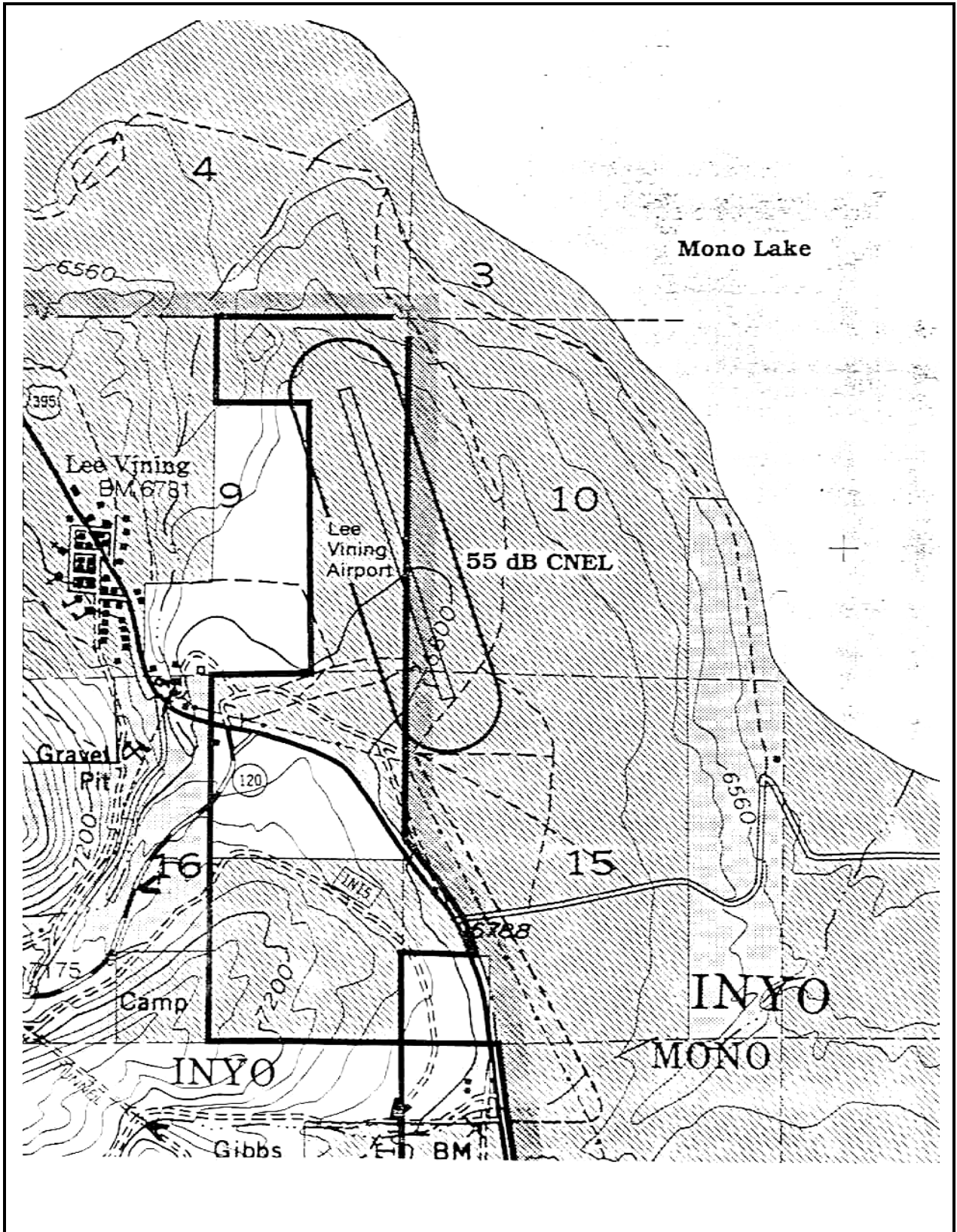
**FIGURE 4**  
**LEE VINING AIRPORT PRIMARY TRAFFIC PATTERN**



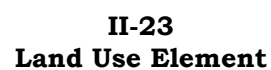




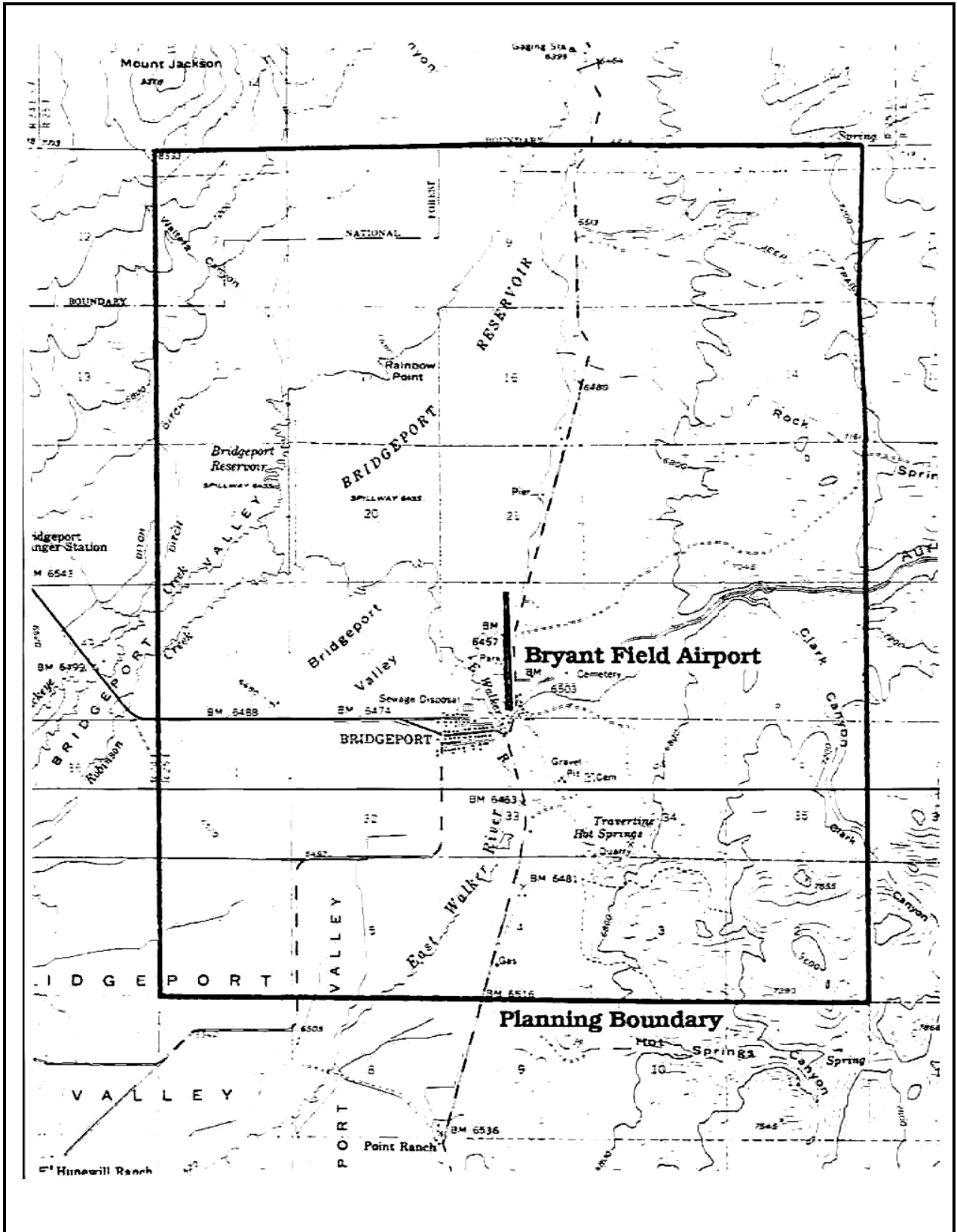
**FIGURE 6**  
**LEE VINING AIRPORT EXISTING NOISE CONTOURS**







**FIGURE 9**  
**BRYANT FIELD AIRPORT PLANNING BOUNDARY**



**FIGURE 10**  
**LEE VINING AIRPORT PLANNING BOUNDARY**

